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LAND USE, RESIDENTIAL
Fresno County, Calif. Planning
Commission.
Residential land use and housing
requirements of the Fresno-Clovis
metropolitan area.



RESIDENTIAL LAND USE AND HOUSING REQUIREMENTS OF THE FRESNO-CLOVIS METROPOLITAN AREA (Revised)



Fresno-Clovis Metropolitan Area Project March 1964

Prepared by the Planning and Public Works Departments of the City and County of Fresno California

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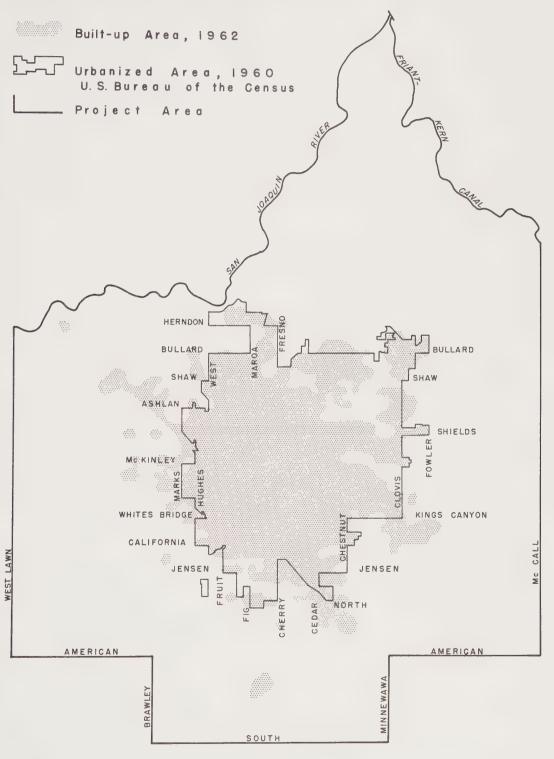
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INTRODUCTION

This report has been prepared as part of the basic research of the Fresno-Clovis Metropolitan Area Project which was undertaken to revise and update the 1958 General Plan; it will be used in formulating the residential land use proposals and determining the need for related community facilities for the 327 square miles encompassing the Cities of Fresno and Clovis and the large unincorporated fringe area. (See Map 1 on the following page.)

It is estimated that between 1960 and 1985 there will be a 124% increase in population within the Fresno-Clovis Metropolitan Area. To accommodate this growth, it is necessary to have a plan to serve as a policy guide for decisions concerning future residential development. This report and plan represents one possible design for residential development considered to be desirable in terms of the entire Metropolitan community.

MAP |
FRESNO-CLOVIS METROPOLITAN PROJECT AREA





The proposals are based upon an analysis of existing and past conditions and trends. As with any proposal for the future physical development of an area, there are many possibilities. The proposals presented represent the best judgment of the staff, recognizing of course that further modification can be made when new information becomes available and when major changes take place which cannot be foreseen at this time.

The report is presented in four parts:

The section about the historical development of the residential areas gives some insight into how and why events occurred which formed the existing development patterns.

The second section analyzes existing conditions and explains Fresno as it is now. This provides the foundation for the planning of future growth.

The third section estimates future housing requirements and conditions. This section attempts to determine the future housing demand based upon the estimated population. The section also estimates the future condition of the existing 1963 housing supply. The requirement for new housing to be constructed and the accompanying land area requirements are thus determined.

The concluding section presents the residential land use plan. The future housing and land requirements for the Metropolitan Area are translated into recommendations for housing distribution and population density, consistent with the stated principles and objectives.

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Throughout this study, an attempt has been made to illustrate that the Metropolitan Area is in a constant state of transition. At no point in the past has the Community stood still, nor will it do so in the future. While new areas are being constructed, old areas are being torn down, converted to other types of uses, or rehabilitated. This plan attempts to anticipate certain conditions existing at a given period in time and to prepare for this future development so that it will provide residential areas serving the needs and desires of the population.

HISTORICAL DEVELOPMENT OF RESIDENTIAL AREAS

Fresno

The founding of Fresno was brought about with the development of the railroad in the Central Valley. The present site for the City of Fresno was located in 1872 by a survey crew determining the alignment of the Central Pacific Railroad line between Stockton and Goshen. In attempts to recover a portion of the costs of developing the line, the railroad proposed to sell land along the right-of-way. On the south side of the San Joaquin River, the surveyors located the townsite of Sycamore (now Herndon). Ten miles farther down the alignment brought them to the "Sinks of Dry Creek, " a spot in a dry, treeless, desert plain where the runoff of Dry Creek dissipated. According to legend, the existence of a green bush adjacent to a small spring prompted the selection of this site for the start of the survey of the Fresno Station Townsite. en de la companya de la co

The original subdivision map of an "imaginary city" was filed in the county seat at Millerton on February 2, 1873 by the Corporate and Finance Company, a subsidiary of the Central Pacific Railroad. Sale of the lots was very casual, however, for there was little incentive to invest in the sun-baked site. In 1874, an election transferred the county seat to Fresno from the Town of Millerton, after which the majority of the population moved from Millerton to Fresno.

In 1876, the ownership of the townsite was transferred to the Western Development Company, another subsidiary of the railroad. The plat accompanying the transfer indicated, for the first time, the town divided into lots.

The early distribution of residences was to the east, southeast, and west of the town center. Many of the early homes were located on "The Hill" (present Civic Center Area) to escape flood waters which occasionally inundated the downtown area during the spring runoff. There was no better-class area in the early beginnings; there were some groupings of expensive homes south of the Central Business District, in the northeasterly part of town, and on the west side of the railroad along "F" Street.

The concentration of minority groups and depressed conditions in the West Fresno Area started in the 1880's with the migration of the Chinese from the Millerton Area. This migration was prompted by the depletion of the gold mines and the development of the Church Canal, opening opportunities for agriculture. The Chinese became prominant in the early development of truck farms on the West Side.

Between 1885 and 1900, Fresno experienced intensive development, especially in the residential areas.

Special promotions and train excursions from San Francisco and Los Angeles, which were presented by land speculators, brought many people to the Fresno Area.

The speculators split the sections into symmetrical 25-foot lots to obtain the greatest possible yield.

The majority of new developments were to the north and east of the "Old Town." Also during this period, Fresno experienced the influx of various nationality groups such as Armenians, Danes, Basques, Germans, Russians, Italians, and Japanese. These groups tended to concentrate in colonies and, with the exception of the Armenians and Danes, located in West Fresno.

In the period between 1900 and 1910, the Fresno Traction Railway was constructed, thereby providing streetcar service to the Metropolitan Area. The streetcar lines were generally developed to serve existing areas, with extensions in anticipation of future development. Until after World War II, all new development generally conformed to the "L"-shaped development pattern, with legs to the north and east following the general alignment of the streetcar lines.

Several subdivisions developed in the period had significant influence upon the type of later development within their general vicinity. These were the prestige areas of Huntington Boulevard, developed in the 1920's, and the Fig Garden Area, developed in the 1930's. Near the intersection of First and McKinley Streets, several subdivisions were developed in the 1920's and 1930's to provide "low-priced subdivisions for home owners, located within two miles of the industrial section of Fresno."

These latter subdivisions set the pattern for development in the College and McKinley areas after the Second World War.

The present building boom, which started after World War II, first experienced growth in the same general

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"L" shape established in the past. The development of the new campus of Fresno State College in the 1950's stimulated rapid growth to the northeast, partially filling the "L."

There are eight small satellite communities surrounding Fresno proper which are gradually being absorbed into the urbanizing area and, as a result, are influencing surrounding development. These are: Clovis, Pinedale, Herndon, Highway City, Malaga, Calwa, Friant, and Easton.

Clovis

The City of Clovis was developed in the early 1890's when the Fresno Flume and Irrigation Company constructed a flume to bring lumber to a rail connection. When the City of Fresno refused to subsidize the construction of the flume, the company created its own town, the Town of Clovis, at the point where the flume intersected the Pollasky (Friant) line of the railroad. Clovis enjoyed the economic benefits provided by the flume and the supporting mill until depletion of forest resources caused the closing of the operation in 1921. Clovis has functioned as an agricultural service center until being absorbed into the Metropolitan complex.

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Clovis now functions as part of the Metropolitan Area. The rapid post-war development to the northeast has filled the gap between the Cities of Fresno and Clovis. The older residential areas of Clovis provided low and medium income housing for the mill workers. The newer homes in the area reflect the earlier patterns of development. There were 1,795 housing units in the City of Clovis in 1960, 26% of which were deteriorating or dilapidated. More than half of all the dilapidated housing was concentrated in a small area of East Clovis.

Pinedale

Pinedale, like Clovis, was developed by a lumber company. The Sugar Pine Lumber Company developed a "model townsite" in 1922 to complement the mill and to provide homes for the workers. The lumber company was forced into bank-ruptcy in the depression of the 1930's and many of the residences were sold to private ownership. During the Second World War, Pinedale received stimulation from a military base which was located on the old mill site. After the war, the military base was abandoned. Industrial uses now partially occupy the site.

The residential area of Pinedale was developed without street and sewer facilities; the residences, in general, were small in size and of substandard initial construction. The unstable economy of the past has caused periods of high mobility among the residential groups. As a result, Pinedale has attracted a minority group population and inherited conditions which have discouraged additional growth. There were 838 housing units in the unincorporated Town of Pinedale in 1960, and 58% of these were either deteriorating or dilapidated.

Herndon

The Town of Herndon was one of the original townsites proposed by the Central Pacific Railroad. The town has experienced only minor development, primarily providing homes for agricultural workers employed nearby. There are now about 110 housing units in the unincorporated Town of Herndon, the majority of them in a deteriorating or dilapidated state.

Highway City

The Town of Highway City was developed by J. C. Forkner in 1933 for land promotion. The original residences in

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the town were purchased and moved there from Pinedale. The water system for Highway City was constructed from surplus well casings. Highway City has experienced only minor growth. In general, the housing is substandard. There were 402 housing units in the unincorporated Town of Highway City in 1960, 58% of them either deteriorating or in a dilapidated condition.

Malaga

South of Fresno proper are the Towns of Calwa and Malaga. Malaga was the next five-mile station on the original railroad survey. The town grew because of some fruit packing and agricultural services. In recent history, extensive industrial growth has occurred around both Malaga and Calwa. Malaga remains as an isolated residential island separated from Calwa by industrial areas. There were 221 housing units in the unincorporated Town of Malaga in 1960, with 52% of them either deteriorating or dilapidated.

Calwa

Calwa was developed in the first decade of this century as a retirement town for employees of the Santa Fe Rail-road. The town attracted many active and retired railroad

employees because of its proximity to the Santa Fe Rail-road yards. Calwa remains physically separate from the contiguous residential development of Fresno. In 1960, there were 1,671 housing units in the unincorporated Town of Calwa and 28% of them were either deteriorating or dilapidated.

There are two other towns within the Metropolitan Planning Area which, because of their location, will have only a minor effect upon the future development of the Urbanized Area. These are the Towns of Friant and Easton.

Friant

Friant is located on the San Joaquin River at the base of Millerton Lake. Originally called Converse Ferry, and later Pollasky, the town reached its population peak during the construction of Friant Dam in the 1940's. Today the town is occupied primarily by government employees working at Friant Dam, Millerton Lake State Park, and the San Joaquin Fish Hatchery. The minor amount of other residential uses are oriented towards service for the recreational activities occurring at the State Park. Today, the population is estimated to be

near 300 persons and the housing units number about 100. The passing of the boom has left many deteriorating and dilapidated structures.

Easton

Easton was originally subdivided as the Town of Covell in 1878 as the center of the Washington Colony, an agricultural subdivision about five miles south of Fresno. Easton has functioned as a commercial service center for the surrounding agricultural area. In 1960, this unincorporated town contained 280 housing units, less than 6% of them deteriorating or dilapidated.

This brief historical description of residential development provides a general background of how the Metropolitan Area arrived at its present state. The next section describes how these historical factors have influenced existing conditions.

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EXISTING CONDITIONS

Growth

Since World War II, the Fresno-Clovis Metropolitan Area has experienced a period of tremendous housing growth. For example, the 1962 housing supply of the Metropolitan Area consisted of approximately 78,750 housing units. There were approximately 69,160 housing units in the urbanizing area and 9,590 housing units in the remainder of the Metropolitan Area. The number of housing units in the urbanizing area in 1962 represented a 111% increase over the 32,700 housing units in 1950 which, in turn, represented a 90% increase over the 1937 supply of 17,235 units. (See Tables 1, 2, and 3, pages 24-26.)

Contain 20 or more housing unitsContain fewer than 20 housing units when:

The urbanizing area is shown on Map 5.

^{1/} The urbanizing area includes those 1/16th sections (40 acres) of land within the Fresno-Clovis Metropolitan Area which:

⁽a) they are surrounded by 1/16th sections containing 20 or more housing units, or

⁽b) 25% or more of the gross land area is developed for residential use.

The urban growth has been concentrated in and around the Cities of Fresno and Clovis, with only minor growth in other outlying communities.

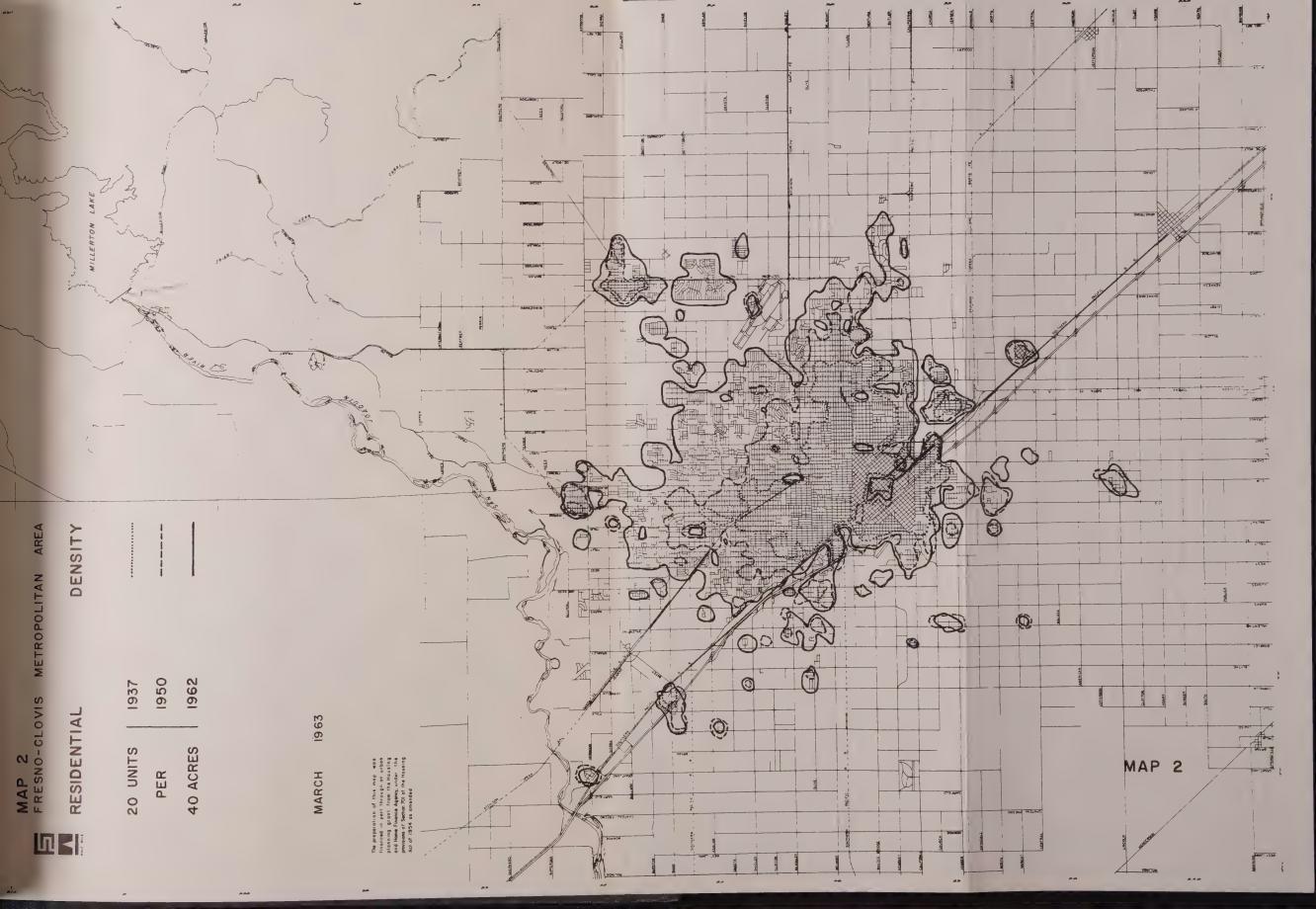
The increased post-war growth in housing can be attributed, in part, to the housing deficiencies and obsolescence created by material and labor shortages occurring during the war. It can also be attributed to the large population in-migration into the Metropolitan Area and to economic conditions. Major revisions in home and installment financing, occurring after the war, have made it possible for nearly every family to own their home.

The war-time housing deficiencies were satisfied sometime in the early 1950's. Since that time the housing industry has been sustained by supplying the needs of the new in-migrants, replacing housing lost due to obsolescence or to conversion to another type of use, and recently, by providing housing for those born during and after World War II who are now establishing their own households. The construction industry has been plagued by cyclical market fluctuations, with periods of surplus due to overbuilding in specific housing types

or overestimation of demand. The long-range construction trend, however, has been increasing with the demand for housing.

The pre-war housing distribution, as pointed out earlier, was predominantly "L"-shaped, with legs to the north and east from an apex centered at the original city around the Central Business District. The post-war growth has generally continued to the north and east with major growth occurring to the northeast, filling in the "L."

Map 2 illustrates the extent of urban growth for the years of 1937, 1950, and 1962. Comparison of the growth contours shows that toward the north and northeast, the band of new residential development for 1950-1962 is approximately twice the width of the band for 1937-1950. The 1937 urbanizing area contained approximately 10.3 square miles devoted to residential or residentially-oriented uses. The urbanizing area increased by 87.4% to approximately 19.3 square miles in 1950 and again increased to approximately 42.3 square miles in 1962, which represents a 119.2% increase for the intervening period. The rate of increase in residential land is consistent with the rate of increase in residential housing units, with the post-war housing development



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characterized by scattered subdivisions interspersed with many vacant parcels. Five to ten years after the urban boundary has moved outward, a "filling-in process" normally occurs.

Spatial Growth Determinants

Residential growth has been accelerating toward the desired living areas to the north and northeast. As a result, the Central Business District is situated at an increasing distance from the center of population. This growth pattern did not happen by chance; there are some specific factors which have influenced the direction of growth.

One of the primary factors influencing the direction of Metropolitan growth has been sociological. Since before the turn of the Century, minority groups have occupied West Fresno. In 1960, 94% of the Negro population, 41% of the Oriental population, and 33% of the Mexican population was concentrated in West Fresno, while another 23% of the Mexican population was concentrated in the peripheral settlements. The proximity of this area to the industrial and major commercial areas of the City has also restricted growth. These factors

have contributed to the accelerating growth away from West Fresno, while desired residential areas have attracted growth toward the north and northeast.

The industrial and major commercial areas can alter residential growth. Some people prefer to live within a convenient travel distance from their place of employment. However, more important factors influencing place of residence are income and social values. Persons are usually willing to live at some distance from work in order to live in a place of their choice.

In the Fresno-Clovis Metropolitan Area, there are two airports which could have detrimental effects upon housing development. They are the Fresno Air Terminal and Chandler Field. The former is presently having an effect upon residential development and, in the future, this effect can become more significant. The increase in noise level of civil and military jet aircraft makes affected areas generally undesirable for residential uses. In another report, entitled "Re-evaluation of Fresno Air Terminal Land Use Controls--July, 1963," this problem is studied more extensively. The report, in summary, recommends prohibition of all residential uses in some areas. In other areas, residential uses are recommended at a low density only.

The availability of large parcels of raw land for subdivision purposes is another factor which has influenced
the growth in specific areas and hampered it in others.
To secure favorable financing and achieve mass production
efficiencies, the builders have found that it is desirable to subdivide on a large scale. In many areas the
land holdings have been split into many small rural
residential lots, as on the west fringe of the urbanizing
area and the area north of Clovis. (See Map 3.) The
real estate costs required to assemble small parcels
such as these into large usable land units, often make
the development costs prohibitive.

The cost of land for subdivisions may prohibit or delay residential development in given areas. In most cases, new land for urban uses is obtained by the purchase of agricultural acreage. If the agricultural land is of outstanding soil quality or planted with good producing vines or trees, a premium is added to the value of the land. The added agricultural value of the land is of no benefit to the residential developer and, as a result, if land of equal residential desirability can be purchased without the premium, the latter will tend to develop first. (See Map 3.)

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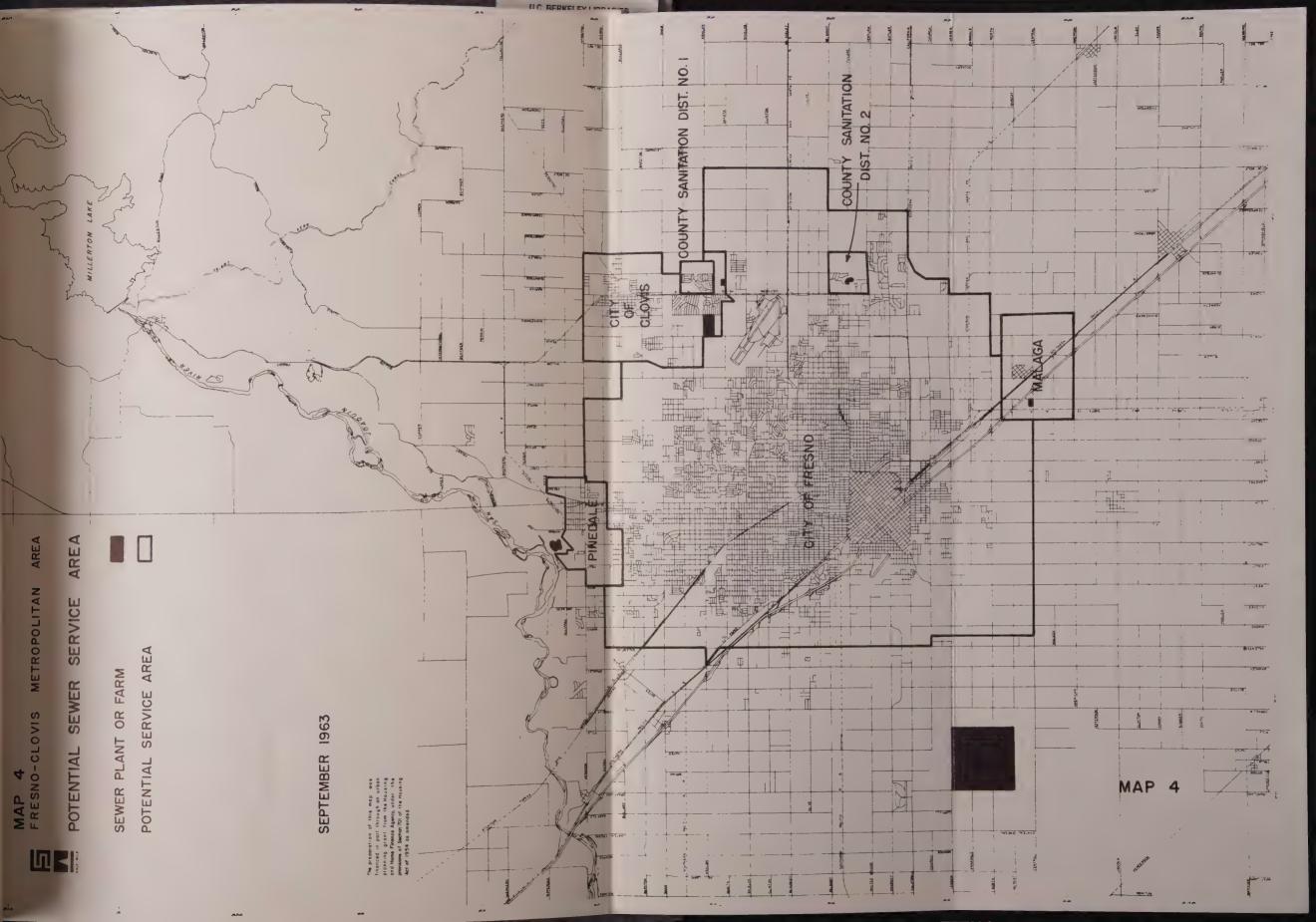
MAP 3 AREAS

Agricultural land values generally increase near areas of residential growth. As a result, developers tend to move to other parts of the Metropolitan Area. When land costs become excessive in one general area, developers move to a new location until costs again become excessive. In the meantime, the reduced demand in the original area tends to bring the land back into a competitive price range, thus bringing development back.

Another important factor which tends to influence residential growth direction is the availability of public facilities, primarily sewers. All subdivisions containing lots of less than 9,000 square feet are required by public policy to be serviced by a public sewage treatment system. Subdivisions containing lots of above 9,000 square feet which are proposed for private septic tanks, require approval of the Fresno County Health Department to insure adequate soil percolation ability. Many sections of the Metropolitan Area are of a soil type which does not permit private septic tanks except on multi-acre lots. Therefore, public sewers must be available to develop this land to an urban density. The cost of off-site improvements for sewer extensions frequently reduces the economic feasibility of noncontiguous subdivisions. The sewer plant itself and the trunk lines also have a limit

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as to capacity. Although recent expansions in the sewage treatment plant and construction of trunk lines have made it possible to serve most of the Metropolitan Area, there are still areas which will be difficult to serve unless additional treatment facilities are constructed. (See Map 4.)

Residential Density

In 1962, the urbanizing area contained approximately 27,405 acres which were devoted to residential or residentially-oriented uses. The gross residential density was 2.55 units per acre in 1962. This included land for schools, streets, commercial areas (except C.B.D. and Highway 99), land for other residentially-oriented uses, and vacant land. The gross residential density for the urbanizing area as a whole decreased slightly between 1950 and 1962 from 2.65 to

^{1/ &}quot;Gross residential density" is defined as the housing
units per acre of residential or residentially-oriented
land. The area considered is of 40 acres or more.
Included are all residentially-oriented uses such as
streets, schools, parks, local commercial, and both
vacant and developed residential land. Omitted from
the calculations are concentrations of 40 acres or more
of regional uses. No attempt was made to remove incidental regional uses from the gross residential density.

2.55 housing units per acre. This can be attributed to a demand for larger lots and to numerous large parcels of land within the urbanizing area that have not been developed.

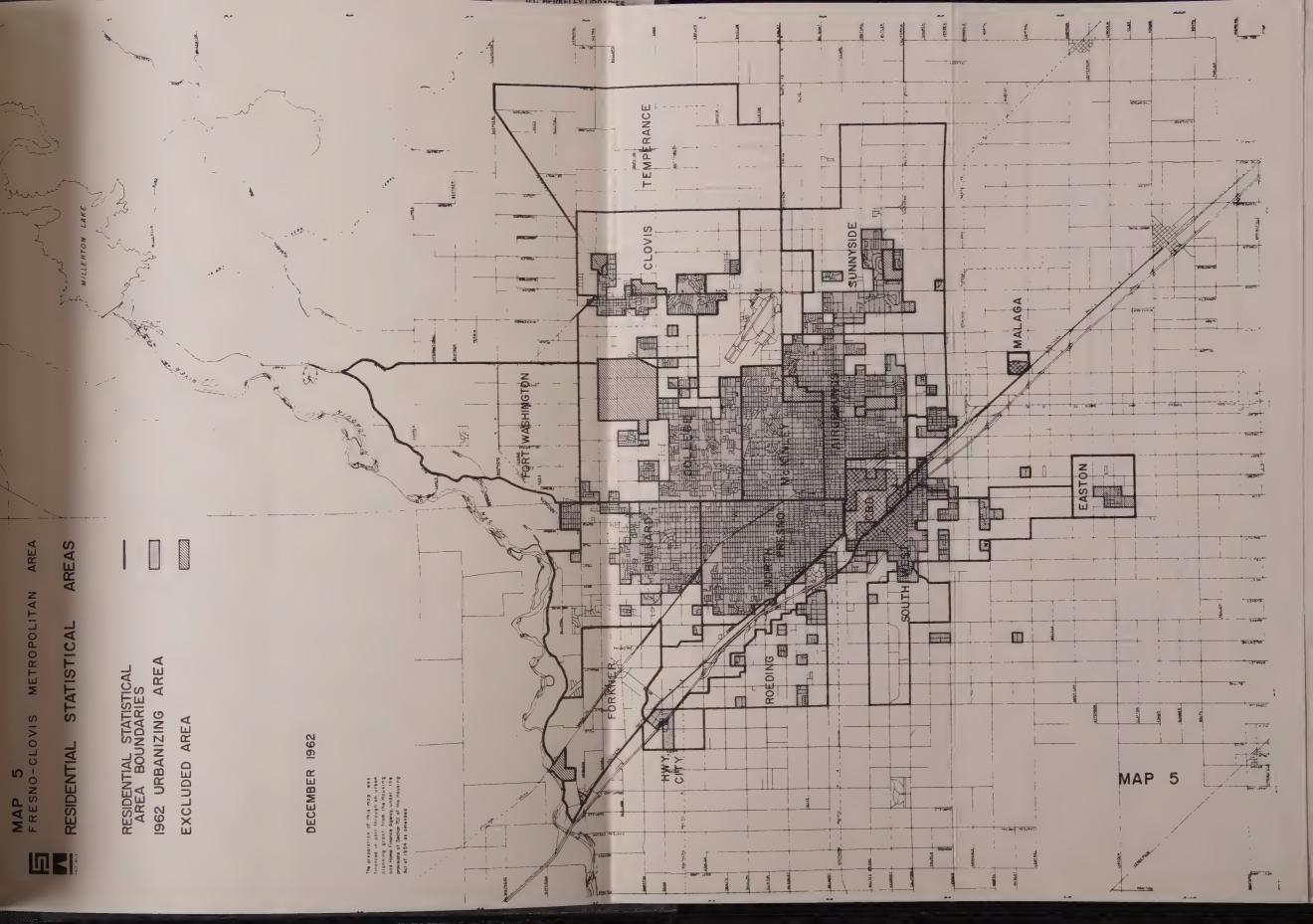
In 1937, the urbanizing area contained approximately 4,005 acres (61% of total) of low density, 2,390 acres (36%) of medium density, and 200 acres (3%) of high density residential development. The 1950 residential land reflected a significant increase in medium density with 45% of the total supply, comprising 5,520 acres at this density. Low density showed a percentage decrease to 53%, yet an increase to 6,560 total acres. High density showed a very small increase of 40 acres and a percentage decrease to 2% of total acres. The 1962 densities changed very little from 1950, with medium density at 44%, low density at 52%, and high density increasing slightly to 4% of total acreage. Total urbanizing acreage between 1950 and 1962 increased by 122% or about 15,085 acres.

For the purpose of analysis, the Metropolitan Project Area was divided into various statistical areas. (See Map 5.) The 1962 gross residential housing density for these various areas ranged from a low of 0.89 units per

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acre in the Sunnyside Area to a high of 3.47 units per acre in the North Fresno Area. (See Table 3, page 26.) In 1962, the greatest housing density in the Fresno-Clovis Metropolitan Area existed in the area bounded by Divisadero, Blackstone, Fulton, and Belmont Avenues, which had 8.8 housing units per gross acre. It is significant to note that although this general area has the highest housing density, the population density is decreasing because of changing family size characteristics. (Refer to Tables 1, 2, and 3 for historical changes in the residential densities contained within the various statistical areas.)

Vacant Land

Within the 1962 urbanizing area there were approximately 3,155 acres of vacant, undeveloped land. This vacant land, as a rule, was located in the outlying fringes of the statistical areas where the development pattern was still in its early stage. The vacant land varies from a high in the College Area of 715 acres to a low in the Central Business District of 10 acres. (See Table 3.)

TABLE 1

1937 GROSS RESIDENTIAL DENSITIES
IN THE FRESNO-CLOVIS METROPOLITAN AREA

Residential Statistical Area	Total Acres (approx.)	Urbanizir Housing Units	ng Area Acres 1/	Acres As % of RSA	Housing 2/
Bullard	7,950	40	40	.05%	1.00
College	7,050		major disco		
Clovis	7,335	335	240	3.0	1.40
C. B. D.	1,515	1,855	880	58.0	2.11
Easton	1,440	and one	other sold		
Fairgrounds	6,175	5,555	1,920	31.0	2.89
Forkner	4,815	need floor			
Ft. Washington	8,720		man was	-	
Highway City	930	80	80	9.0	1.00
Malaga	155	40	40	26.0	1.00
McKinley	3,600	2,135	700	19.0	3.05
North Fresno	5,280	5,905	1,960	37.0	3.01
Roeding	3,625	tunds daint	made from		
Sunnyside	9,920	time Pulls	quel dans	nice since	
Southwest	6,895	1,290	735	11.0	1.76
Temperance	11,440		state visit	ques sods	
TOTAL	86,845	17,235	6,595	7.5%	2.61
Remainder	122,435		220		
METRO TOTAL	209,280		6,815		

^{1/} Figures rounded to 40 acres.

Source: Fresno County Planning Department

^{2/} Density = Total Housing Units in Urbanizing Area
Acres in Urbanizing Area (excluding major nonresidential uses)



TABLE 2

1950 GROSS RESIDENTIAL DENSITIES
IN THE FRESNO-CLOVIS METROPOLITAN AREA

Residential Statistical Area	Total Acres (approx.)	Urbanizi Housing Units	ng Area	Acres As % of RSA	Housing Density2/
Bullard	7,950	800	580	7.0%	1.38
College	7,050	data mas	6049 Good	SINCY STORM	
Clovis	7,335	605	360	5.0	1.68
C. B. D.	1,515	2,195	870	57.0	2.52
Easton	1,440	55	40	3.0	1.38
Fairgrounds	6,175	9,045	3,140	51.0	2.88
Forkner	4,815	65	40	.08	1.63
Ft. Washington	8,720	data stay	max dest	Street COAST	stoop equip
Highway City	930	250	160	17.0	1.56
Malaga	155	90	40	26.0	2.25
McKinley	3,600	6,010	2,120	59.0	2.83
North Fresno	5,280	10,950	3,420	65.0	3.20
Roeding	3,280	215	200	6.0	1.08
Sunnyside	9,920	70	80	.01	0.88
Southwest	6,895	2,350	1,270	18.0	1.85
Temperance	11,440	depth (may	Special depth	stand where	delli dina
TOTAL	86,845	32,700	12,320	14.1%	2.65
Remainder	122,435		790		
METRO TOTAL	209,280		13,110		

^{1/} Figures rounded to 40 acres.

Source: Fresno County Planning Department

^{2/} Density = Total Housing Units in Urbanizing Area
Acres in Urbanizing Area (excluding major
nonresidential uses)



TABLE 3

1962 GROSS RESIDENTIAL DENSITIES
IN THE FRESNO-CLOVIS METROPOLITAN AREA

	Residential Statistical	Total Acres	Urbanizing Area Housing		Acres	Hansin	Στ
	Area	(approx.)	Units	Acres1/	As % of RSA	Housing Density2/	Vacant Land3/
	Bullard	7,950	4,620	3,080	39.0%	1.48	305
93	College	7,050	8,605	3,640	52.0	2.36	715
10	Clovis	7,335	3,250	1,600	22.0	2.00	140
)	C. B. D.	1,515	1,515	570	38.0	2.67	10
	Easton	1,440	235	240	17.0	0.98	85
-	Fairgrounds	6,175	14,570	4,600	74.0	3.02	315
	Forkner	4,815	60	40	.08	1.50	600 mm
	Ft. Washington	8,720	deal had	doll row	607 500	date than	
	Highway City	930	330	260	28.0	1.27	85
	Malaga	155	205	75	48.0	2.73	Name over
	McKinley	3,600	11,310	3,600	100,0	3.08	160
	North Fresno	5,280	17,165	4,880	92.0	3.47	375
	Roeding	3,625	790	640	18.0	1.23	190
	Sunnyside	9,920	1,620	1,800	18.1	0.89	430
	Southwest	6,895	4,885	2,160	31.3	2.10	325
	Temperance	11,440	good dipps	dati eve	denial dates	(two-read	espec Manu
	TOTAL	86,845	69,160	27,405	31.6%	2.55	3,155
	Remainder	122,435	9,590	1,180			
	METRO TOTAL	209,280	78,750	28,585			

^{1/} Figures rounded to 40 acres.

Source: Fresno County Planning Department

^{2/} Density = Total Housing Units in Urbanizing Area
Acres in Urbanizing Area (excluding major

^{3/} Vacant acreage in Urbanizing Area. nonresidential uses)



Housing Types

The predominant housing type of the Fresno Area in the past has been the single family residence on a lot of 6,000 square feet or more. Characteristic of this condition is the high rate of home ownership. In 1960, 68.7% of the residential units in the Fresno Urbanized Areal/were owner occupied. This was slightly higher than other comparable urbanized areas in the State.

Census data shows that the proportion of multiple housing units declined between 1950 and 1960 from about 13% to 11% of all housing units. Since 1960, there has been a rapid increase in the construction of multiple housing units bringing the proportion up to about 15% of all housing units at present.

Census statistics indicate that in 1940 the predominant type of multiple dwelling consisted of the two-family

^{1/} The Fresno Urbanized Area (not to be confused with the Turbanizing area") includes the City of Fresno and all contiguous Census Enumeration Districts with a population density of 1,000 or more persons per square mile. The area included in the Fresno Urbanized Area for the 1960 Census is shown on Map 1. Mendota has been incorrectly tabulated as a part of the Fresno Urbanized Area in all published Census reports for 1960. This report shows corrected data where noted.

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or duplex unit. During the period from 1940 to 1950, the emphasis shifted to groupings of three-family or four-family units with a large increase in groupings of five or more dwelling units. In the 1950-1960 period, the emphasis shifted again to more than five units with only minor increases in the duplex and three or four unit groupings.

Comparison indicates that the proportion of multiples existing in the Fresno Urbanized Area is very low.

Among California Urbanized Areas in 1960, only Bakersfield was lower. (See Table 4, page 29.)

Most of the recent multiple housing developments in the Fresno Area have averaged six or more "garden apartments" per multiple complex. Considering all multiples of two or more units, the average multiple in Fresno at the present time contains approximately 3.7 units per structure. The recent development of multiple housing has been in response to several factors including: (1) the cost of land; (2) the availability of and limitations imposed by financing; and (3) consumer demand.

More than half of all multiple residential housing units in the Fresno-Clovis Metropolitan Area in 1960 were

TABLE 4

SINGLE FAMILY AND MULTIPLE FAMILY HOUSING UNITS
CALIFORNIA URBANIZED AREAS, 1960

	Total	Single Family	% of Total	Multiple Family	% of Total	Mobile Homes	% of Total
Bakersfield	46,369	41,939	90.4%	3,767	8.1%	663	1.4%
FRESNO*	69,133	60,996	88.2	7,556	10.9	581	0.8
Los Angeles- Long Beach	2,280,305	1,589,326	69.7	659,992	28.9	30,987	1.4
Pomona- Ontario	59,827	52,531	87.8	6,209	10.4	1,087	1.8
Sacramento	151,586	117,626	77.6	31,019	20.5	2,941	1.9
San Bernardino- Riverside	125,124	108,724	86.9	14,202	11.4	2,198	1.8
San Diego	276,288	201,610	73.0	66,089	23.9	8,589	3.1
San Francisco- Oakland	861,171	514,843	59.8	341,872	39.7	4,456	0.5
San Jose	186,926	153,453	82.1	30,600	16.4	2,873	1.5
Santa Barbara	26,955	19,798	73.4	6,484	24.1	673	2.5
Stockton	47,222	37,350	79.1	9,274	19.6	598	1.3
All California Urbanized Areas	4,130,906	2,898,196	70.2%	1,177,064	28.5%	55,646	1.3%

^{*}Estimated from Census data by Fresno County Planning Department

Source: U. S. Bureau of the Census

concentrated in the area between downtown Fresno and the Tower District. There are newer concentrations of multiple housing in the Mayfair Area and around Fresno State College. Outside the areas of major concentration, there are scattered multiples which have developed along major streets and on "problem parcels."

Residential Vacancies

The total Metropolitan Area housing vacancy rate has remained fairly stable during the past ten years.

TABLE 5

RESIDENTIAL VACANCY RATES
FRESNO AND PINEDALE POSTAL AREAS

	Feb. 1951	Feb. 1955	Feb. 1956	Mar. 1958	Mar. 1961	Feb. 1962
Single Family	2.5	2.8	3.1	3.1	3.1	2.9
Apartments	5.0	11.3	13.0	12.3	13.7	12.5
TOTAL	2.6	3.2	3.5	3.5	3.8	3.7

Source: Real Estate & Housing Report (Mid-year 1962), Fresno County and City Chamber of Commerce

With a shortage of housing resulting from World War II, the vacancy rate in the late 1940's was below a normal stable condition. The housing demand appears to have been satisfied and the vacancy rate stabilized sometime in the early 1950's. Since that time, the vacancy rate

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has fluctuated as a result of overconstruction of housing in some price ranges and changes in general economic conditions.

One factor contributing to vacancies is the increasing mobility of the population. In 1960, the typical home owner had been living in the same house less than six years and the typical renter had been living at the same residence for only a little more than one year. An increasing mobility will likely increase the vacancy rates by requiring a greater number of housing units to accommodate a given number of occupants.

Housing Quality

Of the total 69,133 housing units existing in 1960 within the Fresno Urbanized Area (Census area), 86% were of sound quality. Of the remaining structures, 10% were deteriorating and 4% were dilapidated. The majority of the deteriorating and dilapidated structures are concentrated in and around the Central Business District, in West Fresno, and in the small communities around the urban fringe. (See Map 3.)

There appears to be a very strong correlation between age of structure and housing quality. This is especially

true in the areas which have been within the incorporated areas for a considerable length of time and were therefore subject to building regulations for initial construction. In many of the unincorporated fringe areas, which until recently lacked building regulations, the majority of the structures were substandard at the time of initial construction. Considering the climatic conditions existing in the Fresno Area, the typical wood-frame structure should have a life expectancy of approximately forty years with average maintenance. At the time of the Census, 24% of the structures were more than thirty years old and by 1985 more than 30% of all housing units will be more than thirty years old. It is recognized that there are many older structures which have received exceptional maintenance and may have been of outstanding initial construction and, therefore, will have a life expectancy far beyond the average.

FUTURE HOUSING REQUIREMENTS AND CONDITIONS

Housing Demand

The total housing demand for the urbanizing area is based upon the projected population for the Fresno Urbanized Area. The housing plan presented herein is designed to provide residential areas necessary to accommodate a population of 528,000 people. The 528,000 population is further estimated to be composed of 133,000 primary families and 30,000 primary individuals as defined by the U. S. Bureau of the Census. The population and economy study prepared in April 1963, as a part of the Metropolitan Area Project, estimates that the above population will be attained in the year 1985. This population estimate is further refined to provide projections for the intervening five-year periods between 1960 and 1985. (See Table 6.)

To analyze the existing housing characteristics, the study utilized the 1960 Census of Housing as a base.

The 1940 Census and the 1950 Census were utilized for

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TABLE 6

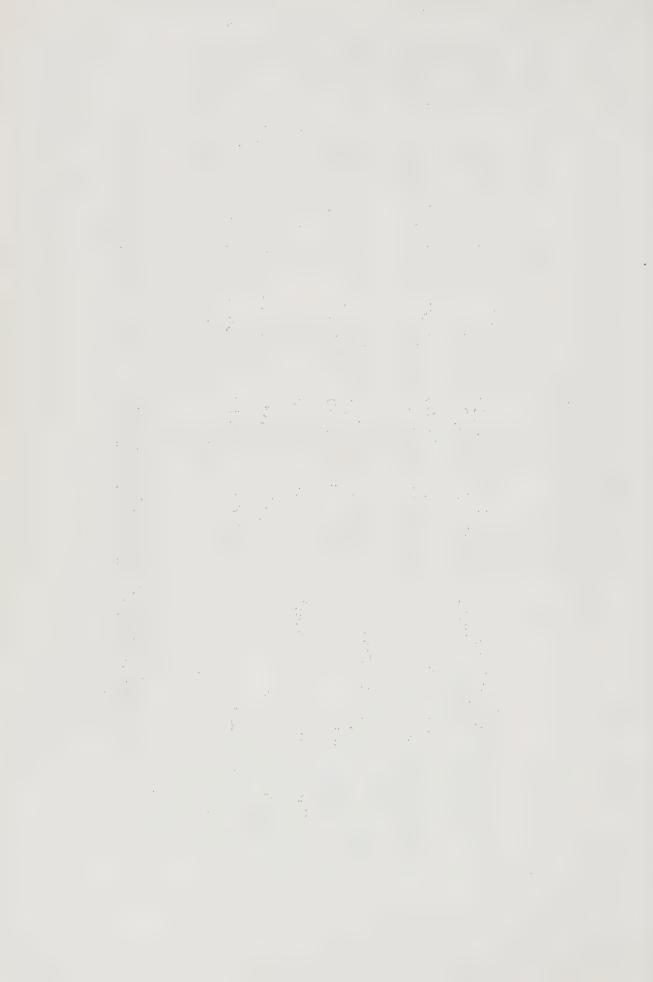
PROJECTED HOUSING REQUIREMENTS
FRESNO URBANIZED AREA

	1960 ^a	1965b	1970 ^b	1975 ^b	1980 ^b	1985 ^b
Total Households Primary Families Primary Individuals	64,708 53,429 11,279	78,000 64,000 14,000	95,000 78,000 17,000	115,000 94,000 21,000	138,000 113,000 25,000	163,000 133,000 30,000
Single Family Units Occupied Vacant	60,996 ^c 57,671 ^c 3,325 ^c	67,600 65,500 2,100	81,500 78,800 2,700	97,400 94,300 3,100	115,500 111,800 3,700	134,800 130,400 4,400
Multiple Family Units Occupied Vacant	7,556 ^c 6,456 ^c 1,100 ^c	13,000 11,700 1,300	16,900 15,200 1,700	21,700 19,500 2,200	27,600 24,800 2,800	34,400 31,000 3,400
Mobile Homes (Occupied)	581 ^c	800	1,000	1,200	1,400	1,600
TOTAL Occupied	64,708	78,000	95,000	115,000	138,000	163,000
TOTAL Vacant	4,425	3,400	4,400	5,300	6,500	7,800
TOTAL Housing Units	69,133	81,400	99,400	120,300	144,500	170,800

Sources: a - U. S. Bureau of the Census

b - Fresno County Planning Department

c - Estimated from Census data by Fresno County Planning Department



comparative purposes in attempts to determine development trends. The 1960 Census for other selected California cities was utilized for comparative purposes.

Allowing for vacancies and units unavailable for occupancy, it is estimated that approximately 170,800 housing units will be required in 1985. (See Table 6.) The 1985 housing supply is expected to be composed of approximately 136,400 single family units including mobile homes (80% of total) and 34,400 multiple family units (20% of total). In addition to the urban housing units, it is estimated that approximately 6,000 rural housing units will be contained within the Fresno-Clovis Metropolitan Planning Area but outside the urbanizing area.

There is an indication that, as cities increase in population, the proportion of multiple units increases. It is anticipated that the proportion of multiple housing units will increase in the future at a rate consistent with the increasing demand for multiple housing. The spurt in multiple-unit construction between 1960 and 1962 should be interpreted as picking up the market slack. It is estimated that by 1985 multiple housing units will constitute approximately 20% of the total housing supply; mobile homes will remain less than 1%.



Areas of Special Housing Demand

It is desirable to provide a variety of housing types in each of the various districts of the urbanizing area to satisfy the ranges in tastes and desires. In some areas, however, there is a heavy demand for specific housing types. Near the colleges, for example, there is a demand for multiple dwellings to accommodate the students. The concentration of multiple housing units between downtown Fresno and the Tower District is a result of large older homes being partitioned into housekeeping rooms. This has contributed to the present character of the area and has encouraged a further concentration of multiples in this area where they are conveniently located to centers of employment. Considering multiples in general, it is expected that there will be greater integration of multiple units into all neighborhoods developed under the planned unit concept. These facilities can be developed in a manner that is architecturally compatible with the surrounding lower density residential areas.

Although there will be growth in the number of multiple family dwellings, the predominant housing type within the time limits of the planning period will continue to

be the single family dwelling similar in character to the type being developed at the present time. It is anticipated that the general increase in income and educational level of the population will create a greater demand for medium-income single family housing. There also will be an increased demand for single family housing in the \$25,000 to \$40,000 price range. There will still be a strong demand for low-income housing, although smaller in proportion to the total housing supply than now exists. In addition to possible fringe area developments for the low-income groups, it is anticipated that there will be considerable internal movements of the low-income minority group population within the older residential areas. The future increase in educational attainment and accompanying increase in income will stimulate the desire to improve the living conditions found in many existing minority areas.

Fresho has been experiencing some movement of families of Mexican ancestry into the areas east and north of the Central Business District. This movement will accelerate in the future. The pattern will eventually resemble the breakdown which has been experienced by the younger generation Italians, Armenians, and more

recently, the Orientals. These groups are now scattered throughout the Metropolitan Area.

In new subdivisions, there will be increased emphasis in two directions: large lots and small lots. There will be growing demands for the larger lots in the urban fringe. Farther out, there will be expansion in the rural residential type of development consisting of 21 to 5 acre lots for those individuals who desire a horse, a few fruit trees, a garden, or just a little space between their neighbors and themselves. It is expected that there will be an increased demand for close-in convenient housing which, because of land costs, will be forced to a higher density. This will bring about an increasing demand for apartments and for row housing, or as they are now commonly called. "town houses." Also, there is the possibility of small-lot prestige subdivisions. Many people are finding that they are dissatisfied with the problems of maintenance, taxes, and social impositions created by owning their own large lot in suburbia.

Distribution of Housing

In planning the spatial needs for future residential growth, the demand for new housing units can be

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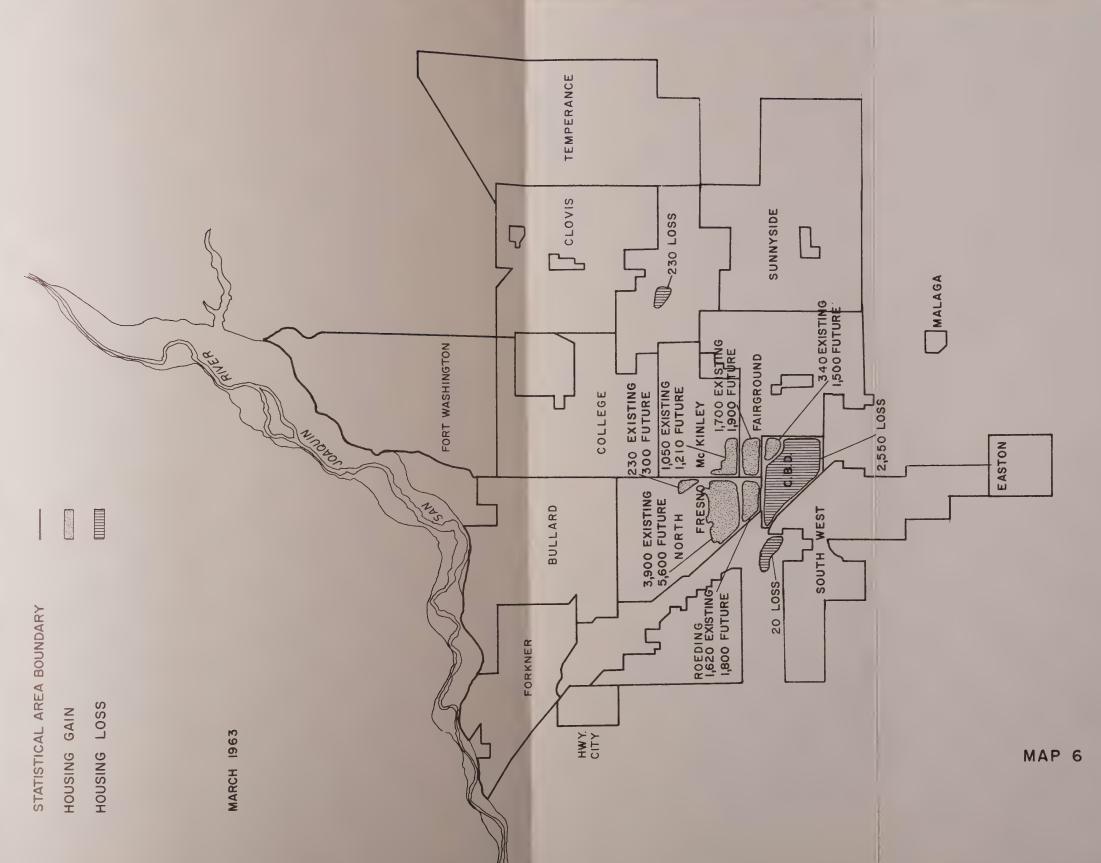
accommodated in two different ways. First, new housing units will be constructed on raw land. This consists predominantly of new subdivisions developed on the fringe of the existing urbanized land. The second way to accommodate new housing units is through the redevelopment of developed land. This type consists of the conversion of existing urban development to new residential uses. Within the existing developed area, however, there is also housing land which will be lost by invasion of some other type of land use. In other words, the total future housing supply will consist of existing housing on existing developed land, new housing built on existing developed land, and new housing built on raw land, less housing lost on old land.

Housing On Existing Residential Land

Some existing residential areas will likely be converted to other types of use or more intensive residential uses.

Other existing residential areas will be redeveloped with uses similar to those existing at the present time.

Map 6 illustrates areas of major housing redevelopment and removal. The future housing in these areas has been estimated from their redevelopment potential and projected trends in housing development. In addition to these



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areas of major housing redevelopment and removal, there will be normal replacement on a single-lot basis throughout the City.

In considering replacement housing, the period from 1950 to 1960 was assumed to be a typical decade of housing development possessing characteristics which could be projected to 1985. The replacement ratio for that decade was used as a starting point of the projection to 1985. It was assumed that, due to improved construction methods and an increase in urban renewal and public works construction, the normal replacement ratio will decrease 1.0% over the 25-year span. As a result, it is estimated that during the period of 1960 to 1985, approximately 4,000 additional units will be required to replace housing units lost.

Future residential areas will generate extensive vehicular traffic to the various working, shopping, and other residential areas of the Metropolitan Area. Preliminary estimates indicate that to accommodate the future traffic load a system of freeways will be necessary. The freeways, as a rule, will be constructed through developed areas, removing housing from the existing supply. The State Division of Highways estimates that approximately 2,800

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homes will be removed by the construction of the freeways adopted as a part of the Metropolitan Area Project. These and other losses are shown in the following table.

TABLE 7

EXPECTED HOUSING LOSS, 1960-1985 FRESNO-CLOVIS METROPOLITAN PLANNING AREA

Source			Loss
Public and Government Invasion Freeways	Private Action	Redevelopment	1,300 1,350 1,350 2,800
Total			6,800

Source: Fresno County Planning Department

In the areas of housing loss, it is estimated that approximately 3,000 units will be reconstructed resulting in a net loss of 3,800 housing units. This loss is not too significant in terms of the total future housing supply, but is significant in terms of concentration in special areas.

Housing On New Residential Land

Factors influencing the development of new residential
land include population growth, change in family size
and composition, availability of home financing, changes
in spendable income, availability of developable land
and land costs.

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Aesthetics are important factors which may influence residential land development as well, such as the Figarden Reservoir on the north edge of the Metropolitan Area. This project is presently under study and, if developed, would be an attraction for residential uses. If the reservoir project is approved, rapid residential development can be expected to occur in the area prior to the construction of the dam.

In 1962, 27,405 acres or about 43 square miles were devoted to residential or residentially-oriented uses (the urbanizing area). Assuming that existing residential areas will mature, approximately 73,900 acres or 115 square miles of land will be required to accommodate the residential and residentially-oriented uses in 1985. This estimate represents a 170% increase over existing land supply.

The 1958 Fresno-Clovis Area Plan estimated a 1980 urban population of 370,000 people living in 110,000 housing units. 1/ The evaluation of recent trends by means of the 1960 Census and the 1962 Land Use Survey indicates

^{1/} Fresno-Clovis Area General Plan, Fresno-Clovis Area Planning Commission, 1958.

that the proposed 1980 densities made in 1958 were too high. (As a design feature, the 1958 Area Plan had assumed total saturation of the land.) Recent trends indicate that some of these proposed densities would be difficult to attain by 1980 or 1985. The housing area proposals of the current study also reflect the larger 1980 population estimate and recognize each individual area in a specific stage of development or transition. In this manner, the plan can recognize the sparse, scattered, developing fringe, the backfilled mature district, and the older areas which are in transition. The following section of this report outlines the basic assumptions and goals of the residential plan proposed for 1985.

RESIDENTIAL LAND USE PLAN

Basis for Plan Formulation

The residential land use plan is an element of the amended Fresno-Clovis Metropolitan Area General Plan. The proposals envision extensive new residential development, the conservation of older areas, private rebuilding, and possible redevelopment. There are four major goals in the development of the residential land use plan:

To obtain a variety of housing types and densities for the entire Metropolitan Area that will satisfy the various desires of the different socio-economic groups of the population.

To organize the various districts so that they may be efficiently and economically provided with urban services and to make possible a satisfying living environment.

To provide a housing plan which conserves and enhances the existing and future housing supply.

To secure visual interest in the residential city-scape.

To attain the goals of this plan the following principles are suggested as guides for the conservation and

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redevelopment of existing residential areas and for the development of new areas:

Residential areas should be protected from encroachment by adverse nonresidential land use; conversely, residential uses should be discouraged where they would be detrimental to other types of land use.

Residential areas should be protected from adverse exterior influences such as traffic, noise, odor, and dust.

Urban residential developments should be located only where adequate services and facilities can be economically provided.

Multiple family developments integrated into residential areas of lesser intensity should be developed in a character that is compatible with the adjacent properties.

Individual residential developments should provide a variety of lot sizes, structure types, and varied setbacks to satisfy a variety of housing desires and to create visual interest.

Frontage roads, landscaping, "back-on" lots, and other similar land development practices should be utilized to provide transition between arterial roads and residential areas.

Attempts should be made to improve and conserve basically sound and properly located residential areas.

It was necessary to make the following assumptions during the preparation of this report:

The present and future residents of the Fresno-Clovis Metropolitan Area desire safe, attractive neighborhoods for family living.

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The economy and population of the Fresno-Clovis Metropolitan Area will grow as expected.

The Fresno-Clovis Metropolitan Area will not attract any major land use (university, industry, etc.,) which, as a result of its magnitude, will significantly alter the spatial growth patterns of the Metropolitan Area.

The housing desires of the population will be consistent with recent observable trends.

The present system of housing finance and mortgaging will continue without significant change.

The Figarden Reservoir will develop along the San Joaquin River north of Fresno.

Residential Planning Areas

This plan represents living space for approximately 528,000 people residing in 170,800 housing units. The plan presents a design deemed desirable and feasible and which will accommodate the anticipated population in accordance with the housing development goals. The area-wide densities proposed for 1985 are basically an extrapolation of density trends which have developed over the past twenty years. Investigations show no major trends which might cause a significant change for the planning period.

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Five residential densities are proposed:

High density represents large concentrations of multiple residential units providing a gross residential density in excess of four units per gross residential acre.

Medium-high density represents a moderate combination of single family and multiple family units yielding 3.5 to 4.0 units per gross residential acre.

Medium density (2.0 to 3.5 units per gross acre) represents predominantly single family on average size lots (6,000 to 9,000 square feet).

Low density would provide approximately 0.8 to 2.0 units per gross residential acre.

Rural residential would provide for predominantly single family units on multi-acre parcels. This latter density would provide opportunity for the raising of incidental livestock and truck farming.

Map 7 represents the residential land use plan. Distribution of the various densities is reflected by high density near the Central Business District and near the colleges. The high density is proposed for existing desirable high density areas, for certain areas of existing single family housing if there are indications that this will help to stabilize the neighborhood, and where there is an apparent demand for high density housing. The medium-high density is proposed as a transitional use in the older areas surrounding the high density at the core.

MEDIUM HIGH DENSITY RURAL RESIDENTIAL MEDIUM DENSITY LOW DENSITY HIGH DENSITY

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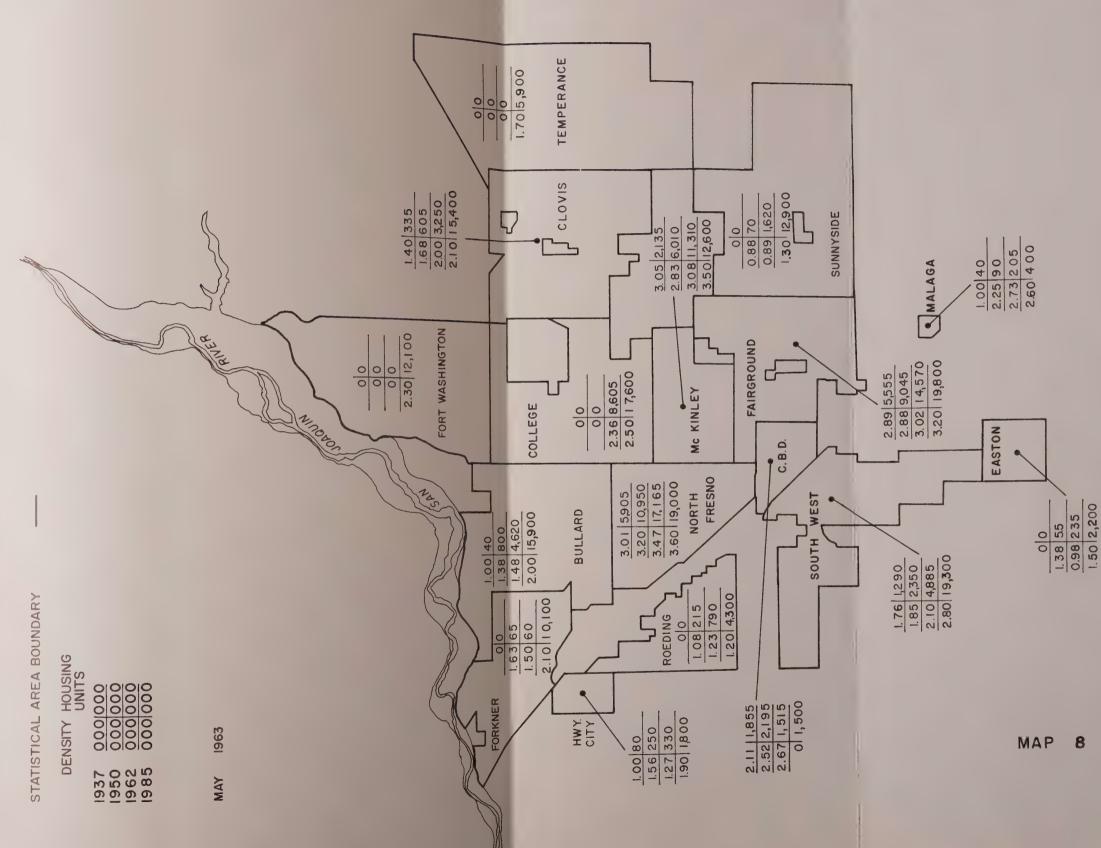
Medium density is the predominant residential density, reflecting the desires of most of the population. The low density is dispersed around the fringes of the Metropolitan Area and in existing areas of sound, stable low density. The rural residential areas are located in areas where it is difficult or undesirable to subdivide. The rural residential is also utilized to protect areas of outstanding soil quality and, at the same time, provide open, green areas close-in to the intensely developed area.

The proposed 1985 gross residential densities for each of the Residential Statistical Areas are shown in Table 8.

These overall densities are intended to represent a variety of housing types and densities within each R.S.A.

Map 8 reflects the growth of each R.S.A. from 1937 to 1985; proposals were made concerning the future development of each of the Residential Statistical Areas.

In general, the future housing estimates represent the maturing or conversion of the existing developed areas and the development of existing vacant areas in conformity with the proposals of the land use plan. There is sufficient land area in the Residential Statistical Areas to accommodate the 1985 population. There will



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TABLE 8
PROPOSED 1985 HOUSING DENSITY AND DISTRIBUTION

Residential Statistical Area	Total Acres (approx.)	<u>Urbanizi</u> Housing Units	ing Area Acres1/	Acres As % of RSA	Housing Density2/
Bullard	7,950	15,900	7,950	100%	2.00
College	7,050	17,600	7,050	100	2.50
Clovis	7,335	15,400	7,335	100	2.10
C. B. D.	1,515	1,500	State String		
Easton	1,440	2,200	1,440	100	1.50
Fairgrounds	6,175	19,800	6,175	100	3.20
Forkner	4,815	10,100	4,815	100	2.10
Ft. Washington	8,720	12,100	5,250	60	2.30
Highway City	930	1,800	930	100	1.90
Malaga	155	400	155	100	2.60
McKinley	3,600	12,600	3,600	100	3.50
North Fresno	5,280	19,000	5,280	100	3.60
Roeding	3,625	4,300	3,625	100	1.20
Southwest	6,895	19,300	6,895	100	2.80
Sunnyside	9,920	12,900	9,920	100	1.30
Temperance	11,440	5,900	3,480	30	1.70
TOTAL	86,845	170,800	73,900	85%	2.30

^{1/} Figures rounded to 40 acres.

Source: Fresno County Planning Department

^{2/} Density = Total Housing Units in Urbanizing Area
Acres in Urbanizing Area (excluding major nonresidential uses)



likely be some shifts within and among the Residential Statistical Areas as a result of presently unforeseen factors. For the total urbanizing area the gross residential density is expected to decrease from 2.55 in 1962 to approximately 2.30 housing units per acre in 1985. The decrease in density can be attributed in part to a greater developing fringe, thus producing a greater vacant land factor.

In the following pages, estimates are made for housing development in each of the Residential Statistical Areas.

Bullard (Including Forkner)

The undeveloped portion of the Bullard Statistical Area will continue to develop in a manner similar to past development; this consists of a combination of low and medium density, single family dwellings and occasional groupings of multiples. The existing developed area will continue to mature, nearing saturation. By the end of the planning period it is estimated that the majority of the Bullard Area will be developed, leaving only a small amount of vacant land. Development in this area will receive significant stimulus if the Figarden Reservoir is constructed as anticipated; housing development will jump to the reservoir and then backfill to

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meet the existing development wave. Estimated 1985 gross residential density is 2.00, containing approximately 26,000 housing units.

College

The existing developed area of the College Statistical Area will continue to mature, reaching a gross residential density similar to that of the existing McKinley This will be attained by the vacant parcels developing with medium density, single family dwellings and some multiple dwellings. The remainder of the community will develop in a combination of medium and low density single family dwellings, with exception of the area immediately adjacent to the west and south of Fresno State College. In this area, an extensive concentration of high density multiple family residential is proposed to accommodate the housing needs of the college. It is anticipated that the College Area will be developed to saturation within the planning period. It is estimated that by 1985 the College Statistical Area will contain approximately 17,600 housing units with a gross residential density of 2.50 units per acre.

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Clovis

It is anticipated that the existing development in the Clovis Residential Statistical Area will intensify by maturing to a medium density comparable to the development existing in the College Area at the present time. Due to the small unsubdividable parcels existing in the northwest section of this R.S.A., it has been proposed that the objective be for medium density by creating an area consisting of a mixture of single family and multiple units. It is anticipated that the portion of the area lying between the existing City of Clovis and Fresno State College will develop first, with the eastern portion of the area developing later because of the lack of public facilities. It is estimated that by 1985 the Clovis Statistical Area will contain approximately 15,400 dwelling units, resulting in a gross residential density of 2.10 dwelling units per acre.

Central Business District

The future character of the Central Business District is keyed to the implementation of the plans for the revitalization of the Central Area, including the construction of freeways and redevelopment within the freeway loop.

High density residential uses will be encouraged. It is

anticipated that a great percentage of the existing single family residential structures will be replaced with new, more intensive residential uses or converted to some other type of use. As a result of a special calculation considering housing loss, invasion, and redevelopment, it is anticipated the Central Business District will contain approximately 1,500 housing units in 1985.

Easton

The Easton Area is expected to receive only minor growth to the year 1985. The construction of the Highway 41 Freeway will stimulate some growth, especially from people who will be commuting to the working areas near Hanford and Lemoore. The future development will be similar to existing development, and will consist of predominantly single family residential units. It is projected that Easton will contain approximately 2,200 housing units in 1985, at a gross residential density of 1.50 housing units per acre.

Fairgrounds

The Fairgrounds Area will be subjected to several different types of housing development in the future. There will be the maturing and transition to more intensive

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residential uses within the existing areas and around commercial developments of new areas on the fringes.

Fairgrounds experienced growth early in the history of the community, but this growth was blocked by nonresidential uses. Eventually the growth jumped the barriers and commenced again. Also, a majority of the early development within the community consisted of low and moderate priced homes. As a result, Fairgrounds is confronted with new subdivisions on the fringe and potential redevelopment in some of the older areas.

Fairgrounds is an older residential area which will be in a state of transition to a new type of use. If existing trends continue, this area will be populated by a low-income minority group population. Farther out on the eastern edge of this community the development will consist of stable, relatively new single family areas. It is estimated that this area will be totally developed by 1985. The 1985 housing units are expected to number approximately 19,800, at a gross residential density of 3.20 housing units per acre.

Fort Washington

Fort Washington is presently undeveloped for urban uses. It is a rural area located just north of the developing

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fringe near Fresno State College. It is anticipated that the urbanizing area will have moved into this area by 1985. Fort Washington will receive growth stimulus from the development of the Figarden Reservoir. It is expected that development will be predominantly single family, with medium density on the westerly and southerly sides, graduating out to a low density fringe on the easterly and northerly edges. By 1985 it is estimated that this statistical area will be approximately 60% developed and will contain approximately 12,100 housing units, at a gross residential density of 2.30 housing units per acre. The Community of Friant will absorb minor growth with the orientation continuing to be directed towards service of the recreation activities of the State Park.

Highway City

Growth in and around Highway City will be limited compared to areas such as Bullard, College, and Fort Washington. It is anticipated that the future growth will be similar to existing development which consists of predominantly single family dwellings of low and medium density. By 1985 it is estimated that the Highway City Area will have 1,800 housing units, at a gross residential density of 1.90 units per acre.

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Malaga

The industrial districts adjacent to Malaga will restrict any future residential growth in that Residential Statistical Area. It is estimated that existing residential subdivisions will develop to saturation, or approximately 400 housing units and a gross residential density of 2.60 units per acre.

McKinley

McKinley is the only Residential Statistical Area, with the exception of the C.B.D., which is presently 100% developed. The development within McKinley is relatively new, with a majority of the dwellings having a life expectancy which will exceed the planning period. The westerly edge of the area near Blackstone Avenue contains some older residences which will be converted to more intensive residential uses. It is anticipated that the westerly edge will attain a medium-high density with the remainder of the R.S.A. remaining at medium residential density. It is estimated that in 1985 the McKinley Area will contain approximately 12,600 housing units at a gross residential density of 3.50 units per acre.

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North Fresno

The North Fresno Statistical Area is about 92% developed at the present time. It contains a large variety of housing types and conditions. The southerly portion near the Central Business District contains the highest gross residential density (8.8 housing units per gross acre) of any residential area. The remainder graduates out to a developing ring in the northwesterly corner of the area. It is expected that the southerly portion will continue to intensify with the high density extending from the older areas to near the City College. The middle portions will continue to mature as a medium density, single family area and the northerly portion will develop to low and medium density single family. It is expected that this area will be entirely contained within the urbanizing area in a few years and will contain approximately 19,000 housing units in 1985 at a gross residential density of 3.60 housing units per acre.

Roeding

The Roeding Residential Statistical Area is presently confronted with problems of scattered rural residential development with parcel sizes which would be difficult to subdivide. The development of the Marks Avenue trunk

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sewer has made it possible to consider subdivision development north of McKinley Avenue, where some larger subdividable parcels exist. By 1985 a majority of the Roeding Area will be of urban density, but it will be as a result of informal lot splits forming semi-rural residential development. As a result, the 1985 residential density pattern will reflect low density in the southerly portion with medium density extending from McKinley Avenue north near the Freeway to Highway City. The 1985 housing supply within this area is expected to number approximately 4,300 housing units, at a gross residential density of 1.20 units per acre.

Southwest

A great number of factors must be considered in making projections for the Southwest Area. This area contains the largest minority group concentrations of the Metropolitan Area as well as the largest concentrations of substandard housing. Growth in the future will be dependent upon these and many other social and economic factors.

Residential development in the Southwest Area will intensify as multiple structures replace older single family homes. New development in the Southwest Area is likely

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Sunnyside

The Sunnyside Statistical Area is a relatively new area composed of low density and medium density homes. It is estimated that the future development will follow the same general trends. The existing areas will develop to near saturation in the same general character as exists. The new development east of Temperance Avenue will assume a medium density made possible by future sewer service. It is estimated that by 1985 the Sunnyside Statistical Area will contain approximately 12,900 housing units, at a gross residential density of 1.30 units per acre.

Temperance

Temperance is presently a rural area lacking any urban density development. This area lies within the path of growth developing outward from the Clovis Area but growth

will be delayed by the unavailability of sewers and highly productive soil preferred for agricultural use. Urban residential growth in the Temperance Area will be dependent upon expansion of the present Clovis sewerage system or the providing of additional sewage facilities. The area south of Ashlan Avenue can be served by the existing City of Fresno sewage treatment facilities and is, therefore, subject to earlier development.

If adequate sewer facilities are constructed, development may assume a medium density character; but if facilities are not constructed, the area south of Ashlan may assume medium density while the area to the north is likely to develop at a low density. The proposed plan is based upon the assumption that treatment facilities adequate to support a medium residential density will be constructed. On this assumption the Temperance Area is expected to be 30% developed by 1985 with 5,900 housing units, at a gross residential density of 1.70 units per acre.

CONCLUSION

The 1985 residential housing and land requirements for the urbanizing area are expected to be approximately twice the 1962 supply. For the period between 1962 and 1985, the number of housing units are estimated to increase from 69,160 to 170,800 and the urban land required for residentially-oriented uses will increase from 27,405 acres to 73,900 acres. This development is comparable to past growth and is consistent with future population and economic growth estimates as derived in the report, The Population and Economy of the Fresno-Clovis Metropolitan Area.

The research data collected and analyzed as a part of this study do not indicate any <u>major</u> change in emphasis in housing type construction. The predominant housing type in the Fresno-Clovis Metropolitan Area is and will continue to be the single family residence. There will be a slight increase in the proportion of multiple units in relation to single family units--multiples will

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increase from 15% in 1962 to 20% in 1985. The anticipated increase in multiples will be the result of supplying an anticipated increased demand.

The majority of the future housing supply will be constructed on raw land in the expanding urban fringe. The existing residential areas will continue to mature, but the additional units provided within the existing developed boundaries will be minor in terms of total demand.

The residential land use and housing plan has attempted to recognize the existing desires of the residents and anticipate future needs, at the same time organizing the development in a manner which will enable the various areas to be served with the amenities desirable for safe, sound, and healthful living.

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